SOME OF THE CLUB RUNS FOR TO-DAY-NEWS OF THE ORGANIZATIONS-NOTES

AND COMMENTS. The last week has been a rather trying one to the riders of the wheel, and cyclists all over the district hope for a few days of clear weather. The conditions are favorable for riding to-day and the warm sun of yesterday put the macadam roads in fine condition. These roads are in much better shape than they were before the rain, and touring wheelmen to-day will find little or no dust. The appended list of conditions, up to and including yesterday afternoon, was received by the New-York Division of the League of American Wheelmen. Cyclists preparing for long tours to-day will find it to their convenience to stick pretty close to the macadam paved districts. Some of the dirt roads have dried out nicely, but the majority will be found to be too muddy for pleasurable riding.

While the heavy rains recently have made dirt roads muddy, they have tended to improve macadam roads, which had become dusty. As the weather predictions are for clearing and drying weather, most roads should be in ridable condition to-day. The macadam reads should be exceptionally fine.

All roads twenty miles north of One-hundred-and-fifty-fifth-st, are drying out. The rain. however, has been so heavy that much of the loose surface dirt has been washed away. Webster-ave., between Bedford Park and Willlamsbridge, is being repaired, and is impassable for bicycles. The road between New-Rochelle and Larchmont has been macadamized and is all right. In West Farms riding on sidepaths is not permitted, except in case the road is muddy. Twelve miles an hour is allowable from West Farms to West Chester Village and roundabout. Macadam roads through Harlem and Westchester will be in excellent condition for wheeling to-day. In Manhattanville, Lawrence-st. is being laid with asphalt, and is blocked between St. Nicholas-ave, and the Boulevard. When completed it will make a first-class road to many points. Broadway, in Kingsbridge, above the railroad crossing, is being repaired, and is, consequently, unridable, except by sidepaths. Macadam roads in Pelham Manor are good. The Boston Post Read, between Pelham Manor and New-Rochelle, is being repaired. Cyclists should take Shore Road or else they will be obliged to carry their wheels five blocks or climb over the railroad cuts. Other roads are described as follows:

Other roads are described as follows:

Brewster—The roads are in good riding condition.
Campbell Hall—Roads in bad condition.
Chappaqua—Bedford Road between Tarrytown and
Pleasantville and between Chappaqua and Mount
Kisco being repaited. Roads unridable.
Cornwall-on-Hudson—Macadam roads in good condition, but dirt roads bad.
Dobbs Ferry—Macadam roads good.
Ellenville—All roads muddy.
Fishkill Landing—Roads not ridable.
Fort Montgomery—Roads in poor shape.
Garrison—Roads muddy. There are no restrictions in Garrison, but in Cold Spring it is unlawful
to ride on the sidewalk or after dark without a light.
Highland Fails—Macadam roads good; Main-st.
being repaired.
Mamaroneck—Road to Rye Beach being repaired.
There is a village ordinance requiring lamps after

There is a village ordinance requiring lamps after sundown and a speed of six miles an hour. Milford—Macadam roads muddy; dirt roads muddy;

Milford—Macadam roads made side paths muddy.

Long Branch—Macadam roads fair, but slippery;
dirt and side paths bud.

Port Chester—Macadam roads good; dirt roads fair.

Newburg—Dirt roads good.

Crawford—Macadam and dirt roads muddy.

Bath Beach—Macadam, dirt and side paths good.

Bath Beach—Macadam, dirt and sade paths good for riding.

Jamaica—Macadam roads fair; dirt roads muddy.
Freeport—Macadam roads in excellent condition; dirt roads wet.

Mount Kisco—All dirt roads muddy.
White Plains—Macadam roads good; dirt roads muddy; side paths muddy.
Englewood—All roads in good condition.
Matteawan—All dirt roads muddy.
Oyster Bay—Macadam and dirt roads in good condition.

dition. Crange-Macadam roads will be all right to-day reads muddy. w-Brunswick-Macadam roads fair; dirt roads

muddy.

Monigomery—Cyclists will find good riding.

Nanuet—The roads were muddy, but are dry and make fair dir riding.

Peckskill—Muddy. Cannot ride on sidewalk, and must have bell and lamp at night.

Port Jervis—Dirt roads bad. Roads being patched all over town with crushed stone. Speed, eight miles an hour, and bell rung continuously fifty feet from crossing until passed, and lamp lit from support.

miles an hour, and bell rung continuously fitty feet from crossing until passed, and lamp lit from sunset.

Ramapo-Roads being repaired west of Suffern. Speed restrictions, eight miles. Lamp and side-walk ordinances strictly enforced.

Sing Sing-Dirt roads badly washed in places by Sing Sing-Dirt roads saddy washed in places by Sing Sing-Dirt roads saddy mashed in fair condition, but dirt roads reugh.

Sing Sing-Dirt roads badly washed in places by Sing Sing-Dirt roads in good condition.

Spring Valley—The roads are in poor condition. Turkehole-Roads in fine condition and dirt roads good. Local restrictions are the same as in New-York City.

Tuckahoe-Roads in inc condition.

Turners—Roads good.

West Point—Macadam roads in good condition. Outside of West Point the roads of Crange County are a public disgrace.

Washingtonville—32 fine for riding on sidewalk.

Brooklyn—Macadam roads in the vicinity of Rockaway Beach good. Dirt roads in poor condition. The planking of Seaside-ave, is being relaid and the work of remacadamizing the Boulevard is being rapidly pushed along. Reports from Flatbush and Flatlands show that the route to Bergen Beach is in bad shape; side path on Avenue X all Reach is in bad shape; side path on Avenue X all Reach is in bad shape; side path on Avenue X all Reach is hore Road. Seventy-nint-st. to Fort Hamilton, being repaired. Fort Hamilton—There is a good dirt road across the new Dyler Meadow Park from Ninety-second-st, and Seventh-ave, to Bath-ave, and Fourteenth-ave. Preferable to Crop-sey-ave.

Babylon—Good riding, Keep off the sidewalka.

Babylon—Good riding, Keep off the sidewalka.

y-ave. Babylon-Good riding. Keep off the sidewalks. Eastport-Cycle path to Riverhead in good condition.
Far Rockaway-Roads in village being repaired.
Garden City-No repairs and roads in fair condi-

on. Glen Cove—Wheeling is fine. Hunting—Roads fine. Speed for riding, six miles

An hour.

Long Island City—Roads in fair condition. SideLong Island City—Roads in fair condition. Sidepath riding forbidden, also scorehing. Must have
light after dark. Jackson-ave, and Flushing road
are being repaired.

Northport—Roads in bad condition. No sidepath
riding in village limits. Cyclists must carry lamp
and bell.

Patchogue—Boads a trifle muddy. Bicylists not nd bell.

Patchogue—Roads a trifle muddy. Bicylists not dlowed to ride on the sidewalks within the village

limits.
Richmond Hill—The macadam roads in good con-

Richmond Hill—The macadam roads in good condition.

Rickville Centre—Dirt roads heavy.

Sea Cliff—Roads at present peer. Five dollars fine for being without a light after dark, and \$3 fine for riding on sidewalk.

Whitestone—Macadam and dirt roads fair. Road from College Point to Whitestone fair. Whitestone to Willets Point being macadamized, poor. Road between Whitestone and Flushing newly macadamized, promised to be opened to-day.

Elizabeth—Roads in fine condition.

Freehold—Roads good.

Jersey City—Dirt roads in bad condition. The Jersey City—Dirt roads in fine condition.

Keyport—Roads good for Sunday riding.

Lakewood—Dirt roads rather heavy from rains.

Lakewood—Dirt roads rather heavy from rains.

Newark—Roads good; speed, eight miles an hour in city limits, and no sidewalk riding: ten miles an hour raises no trouble.

The Oranges—Macadam and dirt roads good. The riding on all Orange roads is fine.

hour raises no trouble.

The Oranges—Macadam and dirt roads good. The The Oranges—Macadam and dirt roads good. The riding on all Orange roads is fine. Tiding on all Orange roads is fine. Paterson—Roads in fair condition. Cyclists must have bell and lamp (white light). Speed, eight miles have bell and lamp (white light). Speed, eight miles an hour in city. No riding on sidewalks.

Perth Amboy—Roads in poor condition. Amboy—Metuchen macadam is advancing finely.

Plainfield—Roads in good condition. Cyclista must carry bells and lamps, and keep off the sidewalk. Princeton—Macadam roads good.

Rahway—Roads muddy. Side path between Rahway and Metuchen good. Speed restrictions within city limits ten miles an hour. No sidewalk riding allowed.

Roselie—Dirt roads not good Macadam roads fair.

fair.
Shrewsbury-Roads ridable.
Trenton-Roads are fair to poor. Bristol to Red
Line Inn still being repaired.
Weber-Roads in fair condition. Road between
Perth Amboy and Metuchen being repaired.
Kreischerville-Roads in poor condition.
New-Brighton-Macadam and dirt roads ridable.

Some of the more important club runs arranged for to-day will be found in the appended

Quill Club Wheelmen—To Manhattan Beach.
Leave the Brooklyn end of the Bridge at 10:30 a. m.
Dinner at Sheepshead Bay,
Knickerbocker Athletic Club Wheelmen—To Clty
Island, starting at 9:30 a. m. from Forty-sixth-st.
and Madison-ve.
New-York dictic Club Wheelmen—To Travers
Island starting at 16 a. m. from Bixtleth-st. and

Yorkville Wheelmen—To Morristown, starting at 8 a. m. from No. 215 East Eighty-seventh-st. Triumph Wheelmen—To Tarrytown, starting at 9 a. m. from No. 59 West One-hundred-and-fourth-st.
Greenwich Wheelmen—To Tarrytown, starting at 8:30 a. m. from No. 228 East Twenty-fifth-st.
Mount Morris Wheelmen—To Tottenville, starting at 9 a. m. from No. 15 East One-hundred-and-twelfth-st.
Company E. Sth Regiment, To Non-fixed Starting at 9 a. m. from No. 15 East One-hundred-and-twelfth-st.

Company E, 8th Regiment-To Morristown, start-ing at 9:30 a. m. from Ninety-sixth-st. and Park-

ing at 9:30 a. m. from Ninety-sixth-st. and Parkave.

Lyceum Wheelmen—To Plainfield, starting at 9:30
a. m. from No. 3 Sheridan Square.

Century Road Club of America, New-York Division—Century run to Oakdale, starting at Bedford-ave., Brooklyn, at 6 a. m.

Brevoort Wheelmen—To Hudson County Bqulevard, Bergen Point and Staten Island, starting at
8:30 a. m. from clubhouse.

Century Wheelmen—To Oyster Bay, starting at
9 a. m. from No. 171 West Seventy-first-st.

Linnwood Wheelmen—To Tottenville, starting at
9 a. m. from Staten Island ferry.

Union League Wheelmen—To Fort Schuyler and
City Island, starting at 9:30 a. m. from No. 19 West
Twenty-fourth-st.

St. George Wheelmen—To Tottenville, starting at
10 a. m. from Fourteenth-st and Eighth-ave.

Mecca Wheelmen—To Tottenville, starting at
18 m. from Staten Island Ferry.

Park Club Wheelmen—Sealed run, starting at
8 m. from No. 152 East One-hundred-and-twelfthst.

St. George's Rievele Club—To Greenwich, Conn.

St. George's Bicycle Club-To Greenwich, Conn., starting at 8 a. m. from Twenty-sixth-st. and Madison-ave.

Manhatian Bicycle Club—To Plainfield, starting at \$:30 a. m. from No. 205 West Fifty-seventh-st.

Harlem Wheelmen—To Tottenville, starting at 9 a. m. from No. 20 West One-hundred-and-twenty-fourth-st.

a. m. from No. 20 West One-hundred and fourth-st.
Dean Cycle Club—To Lake Success, starting at 9 a. m. from Wheelmen's Rest, Brooklyn.
Greater New-York Wheelmen—To Lake Success, starting at 9 a. m. from Schermerhorn-st., Brooklyn.

starting at 9 a. m. from Schermerhorn-st., Brooklyn.
Foresters of America Wheelmen—To Paterson, starting at 9 a. m. from Bedford-ave, and Eastern Parkway, Brooklyn.
Nassau Wheelmen—To Tottenville, starting at 8 a. m. from Bedford-ave, and Ross-st., Brooklyn.
Concord Wheelmen—To Roslyn, starting at 10 a. m. from No. 123 Gold-st., Brooklyn.
Terrace Wheelmen—To Rockaway, starting at 8:20 a. m. from clubhouse, Brooklyn.
Paranite Wheelmen—To Plainfield, starting at 8:20 a. m. from No. 26 Hoyt-st., Brooklyn.
Williamsburg Wheelmen—To Rockville Centre, starting at 9 a. m. from No. 273 Lorimer-st., Brooklyn.

lyn.

Bushwick Wheelmen-To Plainfield, starting at 8:30 a. m. from No. \$41 Lexington-ave., Brooklyn.
Waverley Bleycle Club-To Hastings, starting at 8 a. m. from No. 2.124 Fulton-st., Brooklyn.
Long Island Wheelmen-To Staten Island, starting at 9 a. m. from No. 1.281 Bedford-ave., Brooklyn.

Long Island Wheelmen—To Staten Island, Starting ing at 9 a. m. from No. 1.281 Bedford-ave., Brooklyn.

Central Wheelmen—To Coney Island, starting at 9 a. m. from No. 502 Fulton-st., Brooklyn.

Defender Wheelmen—To Amityville, starting at 9 a. m. from No. 635 Grard-st., Brooklyn.

Logan Wheelmen—To Hempstead, starting at 9 a. m. from No. 235 Sixth-ave., Brooklyn.

Brooklyn. Bleycle Club—Photograph run to Prespect Park, starting at 920 a. m. from No. 304 Hanson Place, Brooklyn.

Jersey City Club Wheelmen—To Boonton, starting at 9 a. m. from Arlington-ave. station, Jersey City.

Orangs Wheelmen—To New-Brunswick, starting at 9 a. m. from Orange.

Montelair Wheelmen—To Paterson, starting at 9 a. m. from Montelair.

East Orange Cyclers—To Keyport, starting at 7 a. m. from Montelair.

Atlanta Wheelmen—To Turners, starting at 9 a. m. from Halsey-st., Newark.

Castle Point Cyclers—To Morristown, starting at 8 a. m. from No. 1,035 Park-ave., Heboken.

Vim Bleycle Club—To Yonkers, starting at 8 a. m. from Newark and New-York station, Newark.

Hackensack Wheelmen—To Monroe, starting at 9 a. m. from Jersey City.

Columbia Club Cyclers—To Nyack, starting at 9 a. m. from Jersey City.

Royal Arcanum Wheelmen—To Freeport, Long Island, starting at 9 a. m. from Sixty-seventh-st. and Western Boulevard.

Lincoln Wheelmen—To Coney Island, starting at 1 p. m. from No. 228 East Broadway.

The club runs of the South Brooklyn Wheelmen for the present month are as follows: Today, Ridgewood, N. J., 8:30 a. m.; May 23, Perth Amboy, N. J., 8:30 a. m.; May 30, Rye Beach, Amboy, N. J., 830 a. m.; May 30, Rye Beach, N. Y., S a. m.; May 31. Decoration Day, Frvington-Millburn race, 7:30 a. m.; afternoon, from Irvington to Waverly, N. J. Impromptu runs, Tuesday and Thursday evenings, at S o'clock. All wheelmen are welcome at the clubhouse and are invited to join in the runs.

Robert B. Morrison, the captain of the Harlem Wheelmen, has issued the following road bulletin to the members of this large and flourishing

organization:

To-day—Tottenville, Staten Island, by way of Hudson County Boulevard and Bergen Point, Leave clubhouse at 8 a. m. Fast division leaves at 9 a. m. Sunday, May 22—City Islard, N. Y. Leave clubhouse at 9 a. m. Fast division leaves at 10 a. m. Sunday, May 30—Coney Island, Leave clubhouse at 9 a. m. Fast division leaves at 10 a. m. Sunday, May 30—Coney Island, Leave clubhous at 9 a. m. Fast division leaves at 10 a. m. Decoration Day, May 31—A special run is called for this date, to attend the Irvington-Millburn road race, at a point on the course to be determined later. Leave clubhouse at 7 a. m. Fast division leaves at 8 a. m.

A full attendance at these runs is desired. The slower divisions will be in charge of competent pacemakers, and everything that can be done for the comfort and enjoyment of the members particlepating will be accomplished by the men in charge.

Cyclists will have an opportunity to participate in the Carnival of Sports of the New-Jersey A. C. on Decoration Day, as the committee has decided to add two bicycle races, a one-mile handicap and a two-mile handicap. These races will be given under L. A. W. sanction. The entries will be handicapped by the official handicapper, John C. Wetmore. The prizes for these capper, John C. Wetmore. The prizes for these two contests will be gold medals to first, silver to second, and bronze to third in each race. Riders will have the privilege of the track two weeks prior to the games, upon presentation of their competitors' tickets. The New-Jersey A. C. proposes to go in strongly for bicycle riding this year. It has at the present time one of the strongest amateur teams in the State of New-Jersey, and owing to the fact that the Hudson County Boulevard runs to the club gate it is becoming a rendezvous for Hudson County riders.

At the regular meeting of the Nassau Road Club of Long Island City twenty-five members responded to the roll. The club was organized a year ago, and now has a membership of 112. The secretary-treasurer reported the club in a good financial condition. The handsome brown uniform submitted by the Uniform Committee was unanimously adopted, and the committee discharged with thanks. Several important amendments to the constitution and by-laws were adopted; among them was one to separate the office of secretary-treasurer. James Hanson was elected treasurer, H. D. Halsey retaining was elected treasurer, H. D. Halsey retaining the office of secretary. The Chair appointed the following Building Committee: James Hanson and Carl Mattman, The following new members were elected: Henry Warren, J. Becker, George Spatz, H. E. Brill, H. Kelley, C. Nolan, H. A. Davis, H. M. Austin, William Askey, J. Askey, jr., H. Askey and H. T. Weeks. The road officers are as follows: Jesse F. Ellsworth, captain; W. C. Smith, first lieutenant; Dr. C. N. Platt, second lieutenant; Dr. C. E. Strong, surgeon; C. L. Everett, bugler; A. F. Austin, color bearer. The club will hold its first full-dress uniform run on May 31. On this occasion the club will be photographed. It is expected that I. B. Potter, president of the L. A. W., will give a lecture on "Good Roads" to the club at an early date. early date.

Membership in the League of American Wheelmen cannot be estimated by the simple cash outlay necessary to become a member. The cost is \$2 the first year and \$1 a year thereafter, but this by no means represents the value received. Some of the more important advantages may be enumerated as follows: "A road book giving information regarding all routes and roads in the section of the State in which you live, 10 to 30 per cent reduction at good hotels live, 10 to 30 per cent reduction at good hotels throughout the country when travelling, guarantee of legal protection of your rights as a wheenman, fifty-two issues of a bright and interesting cycle paper and a discount on all bills for bleyele repairs. There are 101 other reasons why every rider of a wheel should be a member of the organization, but these appeal more than the others because of the direct personal benefit gained." The membership is growing at a rapid rate, and this State is making a most remarkable showing.

The track at Waverly is being worked into first-class condition for the Atalanta Wheelmen's meet on May 31, and will be thrown open for training purposes this week. Arrangements have been perfected whereby riders can gain enweeks prior to the date of all race meets. All riders entering for the Memorial Day meet will receive a ticket admitting them to the park, for the purpose of training, as soon as the entry is received. In order to keep the track clear of inexperienced men, riders not entered for the meet will have to pay 50 cents a week for the privilege of using the track. trence to the track at 5 p. m, each day for two

Island, starting at 9:30 a, m. from Foriy-sixth-st. and Madison-ve.

New-York "detto Club Wheelmen—To Travers Jaland, starting at 10 a. m. from Sixtleth-st, and Western Boulevard.

Xavier Wheelmen—To Bergen Point, starting at 7:30 a. m. from West Fouriteenth-st.

Morris Wheelmen—To Babylon, starting at 7:30 a. m.; to Freeport, starting at 7:30 a. m., to Bayside, starting at 8:20 a. m., and to Jamaica, starting from No. 698 East One-hundred-and-thirty-sixth-st.

Double X Coterie Wheelmen—Handom run, starting at 9 a. m. from No, 125 Second-ave.

Bedford Club Wheelmen—To Bergen Point, starting at a 2 a. m. from No, 168 Fifth-ave.

Riverside Wheelmen—To Bath Beach, starting at Riverside Wheelmen—To Bath Beach, starting at 8 a. m. from No, 505 West Ninety-ninth-st.

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lem Wheelmen will lead a large party of the PUBLIC MENON GOOD ROADS lem Wheelmen will lead a large party of the members to the Irvington-Millburn road race and from there to one of the race meets in the vicinity, where the majority of the club's racing men will compete. First Lieutenart Bullock will take a party to the Delaware Water Gap, starting Saturday afternoon and arriving home Monday night. A small party will also start Saturday and ride to Philadelphia, under the direction of Second Lieutenant Vallette, reaching home Monday evening.

Owing to the demand on the part of riders who wanted to have the Spencer brake fitted to their wheels, the company controlling it has at last decided to yield to the pressure. This comes after the concern has for a year steadfastly refused to do any business in the device except on a wholesale basis with manufacturers.

"Just Ourselves" is the title of a new cycling club lately organized in Newark. Both men and women cyclists are eligible, but only in even numbers. Another peculiarity is that there are no officers or dues. A run, with a dance or supper, is held each week.

One of the striking features of the '97 Special Eagle is the large cantilever sprocket, as is also the size of the involute rear sprocket. A great deal of care has been spent by the company in obtaining forgings for these parts, the teeth being cut with the greatest accuracy by special milling machinery built for the purpose.

Numbness and cramp in the hands, due to the vibration of the handlebars, so commonly suffered by riders, have been the cause of many inventions and expedients designed to obviate these difficulties, and now some new style of grips have appeared which are said to fill the bill perfectly. One pattern of these grips, called "Perfection," is made of soft, spongy rubber, and covered with a thin jacket of leather. Another style is made in the same manner, but is open at both ends, so that it can be slipped to any position on the bars, and accommodate those who like to ride with their hands on top instead of on the ends. Still another pattern is made so that the air cir-culates freely inside and, coming up from below; strikes the palm of the hands.

The popularity of the hygienic saddle is shown this year by the fact that the Hunt factory, although more than doubled in size, is running at its full capacity.

Cyclists desiring to join the League of American Wheelmen may obtain full printed information and membership blanks by sending names and addresses to the Cycling Editor, Tribune.

A CLOSE STUDENT OF THE WHEEL. W. B. WEBSTER, A YOUNG MAN WELL KNOWN IN THE CYCLING WORLD.

W. B. Webster is a young man well known in the cycling world, both in the trade and in cycle club life. He is a close student of the wheel, and he has many friends among wheelmen. He is the author



V. B. WEBSTER.

of many beeful hints for riders. Mr. Webster has charge of the downtown branch for the Phillips Manufacturing Company. He first engaged in the sporting goods burliess in the West, and, coming to New-York, he went with A. G. Spaiding & Bros. Mr. Webster is an enthusiastic cyclist himself, and he is a firm believer in the future of the wheel.

OTTO DORNER'S WORK FOR HIGHWAY IMPROVEMENT.

GRANT, QUAY, RUSK AND HIGGINS EMPHASIZE THE IMPORTANCE OF WELL-MADE AND WELL-KEPT ROADS-THE L. A. W.'S PRIZES FOR PHOTOGRAPHS

Milwaukee, Wis., May 15 (Special).-Otto Dorner, the chairman of the National Committee

for Highway Improvement, has been a busy man lately, and his work so far shows that President Potter made a wise move when he mentioned the name of Dorner as the head man mentioned the name of Dorner as the head man in road matters in the country for the League of American Wheelmen. The other members of the committee are as follows; H. B. Worrell, Philadelphia; Wallace Sherwood, Indianapolis; A. B. Choate, Minneapolis; Percy H. Richard-son, Portland, Me.; W. A. Connelly, Danville, Ill.; G. Richmond Parsons, Providence, R. I. Washington is noted for its fine streets, and the

surrounding country abounds with excellent roads. Visitors to the National capital are sure to be impressed with the difference between these roads and those in other parts of the coun-This may account, in part, for the fact that the movement for good roads has so many friends among our public men in Washington Matthew S. Quay, United States Senator from Pennsylvania is one of these. Like most successful politicians, he makes the wants, needs and wishes of the people a constant study. Mr. Quay has learned thoroughly to appreciate the value of good roads to farmers and the many conveniences they would bring to all classes of people. "I know that good roads to farmers are the world bring to all classes of people." I know that good roads to all classes of people. are good for my farmer constituents," writes Senator Quay in a recent letter commending the work of the League of American Wheelmen, "and what is good for them is good for all other classes of citizens. Hence I am in hearty sympathy with the League of American Wheelmen in its efforts in behalf of good roads, and I believe that the movement must be successfu

The League of American Wheelmen has offered \$125 as prizes for the best photographs of had roads to be sent to the Committee for Highway Improvement during the coming year. The prize competition is not to be limited to members of the L. A. W., but is open to all alike. Prize will be awarded on single pictures, but not more than one prize will be given to any one person, though it is expected that many contributors will submit a number of photographs The committee has set aside a first prize of \$50, a second prize of \$25, a third prize of \$15, a fourth of \$10 and 5 prizes of \$5 each. All photographs for this contest are to be sent to Otto Dorner, chairman National Committee for Highway Improvement, L. A. W., Milwaukee, who will give any further information desired.

Nearly twenty years ago General Grant, in enumerating necessary lines of public improvement, named the public schools and highways. Once when he and General Sheridan were in a reminiscent mood, the old commander said to "Little Phil," speaking of the latter's famous ride to the battle of Cedar Creek: "Sheridan, if that battle had taken place after a prolonged rain, and there had not been a good pike from Winchester, you would never have been promoted to the head of the United States Army. You would not have reached the battlefield to cheer your men, and there would have been a great defeat for the Union forces instead of a great vic-tory. That would have left Meade and Thomas a long distance ahead of you in the line of pro-

In a letter Colonel Frederick D. Grant, one of the Police Commissioners of New-York, writes thus of the good roads movement: "The sentiment of the Nation is almost unanimous in favor of good roads. Good roads improve the appearance of the country, enhance the value of all classes of property, facilitate the the value of all classes of property. Iacilitate the movement of products, and are from every point of view a public benefit. I have no doubt that the efforts of the League of American Wheel-men," and he is a wheelman himself, "together with the efforts of the numerous other classes busily engaged in that direction, will bring about a system of good roads."

Ex-President Benjamin Harrison, too, believes in the effort for better highways. "I am in thorough sympathy with the good roads movement," writes Mr. Harrison, probably recollecting the contrast between Washington roads and some of the roads in Indiana.

Anthony Higgins, formerly United States Senator from Delaware, says: "I have a great interest in good roads, and, like nearly all citizens, I am glad to see that interest promoted."

The late "Jerry" Rusk, while Secretary of Agriculture in President Harrison's Cabinet, declared: "The city is almost as much interested in getting good roads as the country. Good roads is a movement by the people and for the people."

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Bulletin of April 26. ONE MILE, standing start, competition, paced . . . 3:54 3-5 TWO MILES, standing start, competition, paced . . 5:55 THREE MILES, standing start, competition, paced FOUR MILES, standing start, competition, paced. . 7:54 3-5

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